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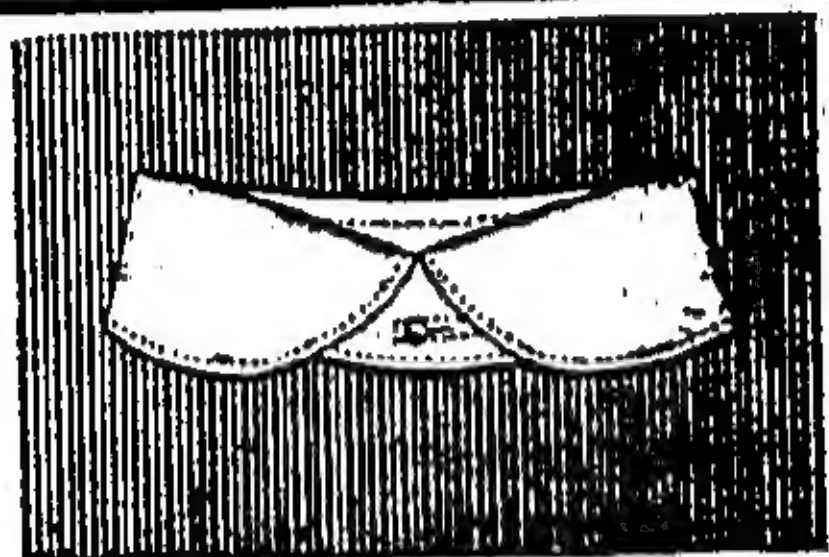
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## JAPANESE COMPETITION. LEGITIMATE, ILLEGITIMATE, AND POLITICO-ECONOMIC.

Sir Auckland (Jeddo) announced in the House of Commons on May 21st that a question under consideration was a mission to investigate Far Eastern markets for cotton piece-goods. Japanese competition, he added, was one of the problems with which any such mission would deal. About the middle of the month private advice was received in Shanghai to the effect that the mission had been decided on and would leave England in the early autumn. This news, combined with the publication of the Peace terms disclosing the immediate future of Shantung and Tsingtao, has very naturally made the subject of Japanese competition one of the leading topics of the past month. It is obviously a subject with which the mission referred to will have to deal comprehensively, for it is a many-sided one. There is Japanese competition in its legitimate form, represented by Japanese infringement of trade-marks.

And there is Japanese competition in its politico-economic form, as represented by her policy in Manchuria and Tsingtao. So much that is at once unfair and unsound finds expression in print about this question that a definition (of the attitude of British merchants in the Far East to the Japanese question) is desirable especially at a time like this when everywhere an attempt is being made to give basic principles and facts their relative importance. Let it be said, therefore, simply and sincerely, that on the score of Japanese competition the legitimate kind British merchants entertain neither fear nor animosity. Naturally they do not like it because it spells decreased profits and harder work. But they do not fear it because, when fairly played, they have yet never been beaten at the game of commerce. Nor do they entertain any feeling of hostility, because animosity towards a competitor merely because he is a competitor is not part of the national psychology. Had it been British soldiers too would have had a hymn of hate, whereas the armies marched to battle to sentimental, but entirely good-humoured, doggerel. The statistics of increasing Japanese trade are published, accordingly, as a group of facts requiring the serious consideration of our very best brains and as an indication that as commercial rivals the Japanese have got to be taken far more seriously than they have been hitherto.

Ten years ago, the *Manchester Guardian* for example, was more than sceptical about their potentialities and even to-day there is a tendency in some quarters to under-estimate them. The tendency arises partly from the very obvious inferiority of Japanese workmanship in certain lines, partly from the knowledge that Japan's modern, like much of her ancient, civilization, is in the main imitative and therefore lacking in one of the essentials of industrial success. Of the two handicaps the latter is the more permanent and, therefore, from a competitor's standpoint, the more reassuring, for to the extent to which the Japanese are dependent upon other people's ideas they must always be behindhand in applying them. Granted, however, that the fact constitutes a safeguard, it may be suggested that it is one on which too much reliance can be placed, one, in fact, which the very inventiveness of the West is itself continually weakening. For ideas are becoming more and more rapidly communicable and as a result genius in the forms of inspiration must necessarily approximate in value to genius in that of taking pains. Nobody will deny the Japanese the latter capacity. They are probably the most painstaking people under the sun.

And so long as they display this quality in legitimate competition British merchants make no complaint. On the contrary, they admire them for it. It is when the capacity of taking pains ignores generally accepted standards of fair dealing that they become critical. Willful infringement of trade marks, unreliability of their own subjects in spheres in which everybody is supposed to have an equal chance, these are the faults which, when they meet them, British merchants find difficult to forgive. And unfortunately they meet them often. Trade marks are being infringed right and left; contracts are broken and in Dalay, where the door to Manchuria is supposed to be open, it is open to Japanese only. That is the reason why the future of Tsingtao is being so much canvassed. No Briton ignores, or is ungrateful for, the help given to his country by Japan in the war. On the contrary, his realization of all that Japanese assistance meant is exceedingly vivid. But this cannot possibly erase other experiences. Indeed, it seems rather to set them in relief and to make all the harder to understand how in one capacity Japan can act with good faith and in others fail to do so. And, as a consequence, in questions like that of Tsingtao, it leads to a request for performance rather than promises.

Japan is pledged to the hill not only to return Tsingtao to China but to do so in a manner which will give all merchants who wish to trade there an equal chance. Yet Japanese newspapers in Tsingtao are claiming for a Japanese concession not merely all that the Germans held but more; while the only terms on which the Japanese Government has published its readiness to return the port to China are such as will make equal enjoyment of trading facilities impossible. It may be that Japan intends to modify these terms. In the article just referred to certain modifications are suggested, the most important being readiness on her part to let the Chinese Maritime Customs function in Tsingtao as they

(Continued at foot of next column.)

## RULES FOR CIVIL AVIATION. SAFETY FIRST.

"Safety first" is the motto of the Air Ministry in relation to civil flying. "One cannot afford to make mistakes in the air as on the ground or even at sea," remarked General Sir F. H. Sykes, Controller-General of Civil Aviation, speaking at the Criterion Restaurant, "and a series of unlucky accidents which might be caused by lack of forethought and precaution might well cause a setback to the whole art and industry."

In pursuit of safety a series of tests of both men and machines will be insisted upon. They include:

Pilots, navigators, or engineers in the aircraft must pass a medical test. Physical, mental and temperamental suitability are regarded as important, and have been made the subject of special medical research.

Any person wishing to fly aircraft carrying other passengers or goods for hire must obtain a certificate qualifying him to do so and a license.

Every aircraft must be registered, and will be assigned a registration and nationality mark.

Machines will be certified for a definite load; in the air not overloading or "strapping" will be allowed.

Each machine will carry three log books—one for the machine, one for the engine, and one for the journey.

All passenger aircraft will be periodically inspected, overhauled and certified as airworthy.

The sporting man who is anxious to fly his own machine will require to be licensed, but there will not be the same restrictions upon him as upon the man piloting for hire and reward.

One important regulation forbids anything but ballast water or fine sand—to be dropped from aircraft.

An obvious point which has not been lost sight of, said General Sykes, "is the danger of certain undesirable gentlemen from overseas being literally dropped from the clouds in this country, and the police and other authorities knowing nothing of their advent. The provisions of the Aliens' Restrictions Order or the Defence of the Realm Regulations are applicable to persons arriving here by air equally with those arriving by sea, except that the place of 'approved ports' is taken by that of 'appointed aerodromes'."

Our Customs friends have been very worried over the question of smuggling, and it certainly is a very difficult one. For outgoing and incoming aircraft certain "appointed aerodromes" have been allocated.

During Easter, he mentioned, 972 passengers were carried. After General Seely had announced that civil flying would be permitted during the holidays, applications were received from all quarters, but on investigation by competent officers many of the places proposed as aerodromes were found unsuitable, some of the pilots applying for licences had been "tamed down" by the R.A.F. as unfit for pilot or observer, while some machines were either obsolete or had not passed their experimental stage.

## LORD MORRIS ON BOLSHEVISM.

Lord Morris, the Premier of Newfoundland, visited Walthamstow, recently, to deliver an address in aid of the funds of St. Patrick's Church Club. Previous to the meeting he was received by the district councillors at the Town Hall. In thanking them for his reception, he said Bolshevism was abroad throughout the world, and it was seen in its worst form in Russia, and let them make no mistake about it, they had it in Great Britain in different forms and in different places. They saw the spirit of revolt in their divorce courts, where the cases of which they read in the papers showed that there was a want of consideration for others. A man married a girl who was the idol of her parents, and in a few months went off to his club, and why should they be surprised if the girl went off with her admirer? The best club for any man was his home, however humble it was. They could not go to any theatre or read any book without having their susceptibilities offended. It was the duty of the members of the council to spread right ideals of education.

function here, that is to say, with an international staff controlled in practice as well as in theory by the Inspector General. Viewed in the light of promises and of all her expressions of good faith the suggestion is at once moderate and logical and it is greatly to be hoped that in her own interests, as well as in those which she is pledged to safeguard, Japan will decide to adopt it.

It may not be out of place to add, as much for the benefit of Japanese as of British readers, that in connection with this question the following paragraph appeared in a recent issue of the *Bulletin*, the mouth-piece of the Federation of British Industries, one of the most powerful organizations in Great Britain.

It is desired to draw the earnest attention of members to the statement which appeared under the above heading in the *Manchester Guardian* of April 2nd (Page 4). In this statement it is clearly demonstrated that, should Japan succeed at the Peace Conference in establishing her claim to an exclusive concession at Tsingtao and to a privileged position in regard to the railways, mines and other development throughout the Province of Shantung, a vital blow will have been struck at the prosperity of the two ports, Shanghai and Tientsin, and the whole future position of British trade in China will receive a serious setback.—*British Chamber of Commerce Journal, Shanghai.*

## CANADIAN PACIFIC'S RECORD. SOME SALIENT FACTS.

In an informative and eloquent address to the shareholders of the Canadian Pacific Railway at Montreal, last month, President E. W. Beatty said in part:

"The results of the year's operations were, on the whole, and under the conditions which existed, satisfactory, notwithstanding the shrinkage in the net earnings of \$12,000,000, due to the extraordinary increase in wage scales and cost of materials of all descriptions. Over 77 per cent. of the total increase in operating expenses was due to increases in wages alone."

After four years of war, and the existence of times of the most severe climatic conditions, I am happy to say that the physical condition of your property is excellent and it will not require more than usual maintenance expenditures to ensure its usual efficiency."

Your directors are of the opinion that a reasonable amount of additional branch line construction should be gone on with as soon as conditions warrant, and the necessary statutory authority obtained. Resolutions will be submitted for your approval for the construction of the lines which are most urgently required."

In this connection I should point out that in the matter of railway construction the country is faced with a condition quite unprecedented in the recent history of Canada, in that the National Railways and your company are the only large companies with resources sufficient to enable them to provide additional railway facilities to any substantial extent. Serious and continuing blunders in our railway policy have resulted in the Government being required to assume the ownership of 11,400 miles of railway, with the prospect of the acquisition of an additional 6,400 miles. When this acquisition has been accomplished the principal competing systems in Canada will be your company and the Canadian National Railways. I have no apprehension as to the ability of your company, with its splendid facilities and equipment, and loyal and efficient officers and men, to obtain a fair share of the traffic and to handle it expeditiously and well. I have no fear of Government ownership, but Government ownership has some apparent advantages in the matter of equal conditions. It has recently been found necessary to give the National Railways privileges in the matter of construction of railways not enjoyed by private companies and to exempt them from complying in other respects with the existing laws respecting railways. I sincerely trust that this policy of making one law for the National Railways and one for the Canadian Pacific and other private enterprises will neither be continued nor extended, because nothing would, in my opinion, be calculated to destroy confidence in Canadian Railway enterprise more than a policy which would confer exclusive and peculiar rights on the National Railways designed to make the competitive conditions unequal."

"Different views may conceivably be held as to the public ownership and operation of railways. My own views are sufficiently well known not to require repetition, but the fact is public ownership is already here and experience only will show whether the difficulties I have mentioned in securing efficient and non-essential administration can be overcome, and the country receive an adequate service at a minimum of loss."

"I am satisfied the Government recognize these difficulties and that a sincere and determined effort will be made to meet the situation. It would mean, however, to be obviously wise that the assumption of further obligations should at least be deferred until the practicability of Government administration, or administration under the aegis of the Government (which is quite inseparable from Government ownership) has been demonstrated. In the end the burden of the enterprises must be borne by the people and the people are entitled to know whether the methods of administration are such as warrant their approval of the continuance of extension of them in the interests of Canada."

## TRIBUTES TO LORD SHAUGHNESSY.

In conclusion President Beatty paid a glowing tribute to his predecessor, Lord Shaughnessy.

Resolutions passed by the C.P.R. shareholders, introduced by Mr. Huntley R. Drummond, contained the following: "Through Lord Shaughnessy's financial and executive ability, an immense transportation system has been built up and consolidated with such efficiency and economy that the Canadian people have enjoyed efficient service at moderate rates, have seen their resources developed beyond all expectation and have been encouraged during normal years by a steady flow of immigration, while the financial returns of the company itself have amply justified the confidence placed by investors in Canadian industry and management."

It is particularly gratifying to the shareholders that under Lord Shaughnessy's presidency the Canadian Pacific Railway Company should not only have rendered such signal service to the cause of the Allies during the recent great war, but should also have maintained its efficiency and financial standing in the face of the difficult conditions created by the war. The shareholders consider it due largely to his far-sighted policy that under such circumstances the Canadian Pacific Railway Company should not only have required no assistance from the Canadian Government, but should actually from its reserves have been able to provide substantial aid to that Government in maintaining the high standard of Canadian credit."

"The shareholders deeply appreciate and honour the spirit of self-sacrifice with which Lord Shaughnessy maintained the arduous duties of the presidency during the anxious years of the war in spite of physical disabilities. They rejoice that these disabilities have been ameliorated, and that with renewed vision he can once more enjoy the beauties of that which the Canadian Pacific Railway has made accessible to the world."

(Continued at foot of next column.)

## CRICKET PROSPECTS. SURREY AS FAVOURITES FOR CHAMPIONSHIP.

Dealing in a home paper with the prospects of county eleven, P. F. Warner writes:

Surrey, the champion county of 1914, will be captained by C. T. A. Wilkinson, a most capable leader, and a free and attractive batsman; and the other amateurs who will appear from time to time are P. G. H. Fender, D. J. Knight, and E. C. Kirk. Fender was unlucky enough to break his leg while playing football some six months ago, and he will not be able to play for some little time. When he recovers he should be a great figure in the eleven. He is a most admirable bowler of the leg-break googly type, but the difficulty of his bowling lies more in the flight of his deliveries than in any work he may impart to the ball.

## AS ALL-ENGLAND CHALLENGER.

Fender bowls with a short run and an easy action, and delivers the ball from a good height. A beautiful field in the slips, and a daring and powerful hitter, were it necessary to choose an eleven to represent England this season, he would be one of the strongest candidates for a place. D. J. Knight is another young player of England class, but he was very ill last autumn and winter, suffering from the effects of gas poisoning. Should his health be good much will be expected of him, but he will not be available until after the University match. E. C. Kirk bowled with considerable success in the charity matches at Lord's and the Oval last summer, and a bowler of his type, who comes quickly off the ground, is always useful on an Oval wicket.

Of the professionals, Hobbs appeared as great a batsman as ever on the two or three occasions I saw him play last year, and Sandham, one of the younger generation, should get runs. Hitch was invalided out of the Army, and it is said that he will never again bowl fast, but he is a superb fielder and so useful a hitter that he should be worth his place in the XI. He may be of distinct value as a googly bowler, for I have seen him attempt this style at practice with some success. Surrey need a slow bowler, but in spite of this handicap, I fancy them strongly for the championship. In addition to the county matches, Gentlemen v. Players will be played at the Oval on July 3rd, 4th, and 5th, and on July 17th, 18th, and 19th, Surrey and Middlesex will play a "friendly" for a war charity match, of course, not counting in the championship.

One familiar face will be missing at the Oval this summer—Tom Hayward, who has retired from the game. What a great player he was! England never had a better No. 1—so sound and so cool. His bat appeared to the bowler almost illegally broad.

He was a model for a young player, and no one has ever played fast bowling better than he did. In making his defensive strokes he always appeared to have heaps of time to spare.

In the Gentlemen v. Players match at Lord's in 1906, when the great majority of the professional batsmen were falling like ninepins before the terrific onslaught of N. A. Knox and W. Brearley, Tom Hayward was getting every ball in the middle of the bat, and playing these very fast bowlers with apparent ease. In the end he was run out, and the Gentlemen won by some 40 odd runs.

## MIDDLESEX PROSPECTS.

A good comrade as well as a mighty cricketer his name will go down to cricket history as one of the finest and most reliable of batsmen. Middlesex will, as usual, rely very largely on amateurs, backed up by J. W. Hearne, Hendren, Murrell, and Lee. F. T. Mann has been appointed vice-captain, and, in spite of being severely wounded three times, declares that he is "ready to field in the country at both ends."

N. Haig, a cricketer of the right type, should do well, and we are hoping much of C. T. S. Stevens, the captain of University College School, a young cricketer of high all-round promise, but at the moment a better bowler, I am inclined to think, than batsman.

S. M. Haslip, of the Rugby Eleven of 1913-14, is another young cricketer who will be tried. He can bat, bowl, and most certainly field. Our policy will be to, like Kipling's soldier, "catch 'em young."

After 24 years' service I am myself something of a "has been," but, under pressure, I am tempted to put my fortunes to the test once again, and I hope to play in some of the matches at Lord's.

An innings that I played lately in the desert in Egypt leads me to think—probably very unwisely—that I might, with a bit of luck, make a few runs occasionally, especially as the admirable and most excellent sergeant-major who was umpiring assured me that he had not seen so straight a blade as mine in all Egypt—nay, not between Dan and Beersheba! The amateurs available, besides those I have already mentioned, are E. L. Kidd, S. H. Saville, the Hon. R. Anson, M. H. C. Doll, and I hope, G. E. V. Crutchley, and, as always, we shall play our cricket in a keen, energetic, and happy spirit. No one ever saw a Middlesex eleven bared and listless in the field.



## CABLES

[THROUGH ROUTE'S CABLES.]

GERMAN PEACE TERMS.  
HERR BERNSTEIN'S FRANK  
UTTERANCE.

BERLIN, June 15th.  
At a meeting of the Social Democratic Congress at Weimar, a resolution was passed expressing indignation at the *Entente's* demands, declaring that they would prevent Germany's development and make her political existence impossible, and welcoming the Bern Conference resolutions.

In a lengthy speech, Herr Bernstein declared that the peace terms were the result of a barbaric war for which Germany was largely responsible. He admitted that they were unfair, but declared that nine-tenths of the peace terms were a necessity.

TREATY TO BE ENTIRELY RE-  
WRITTEN.

Paris, June 15th.  
The Peace Treaty will be entirely rewritten and reprinted to incorporate, textually, the explanations and clarifications contained in the reply to the German counter-proposals. Thus, while unchanged in its principles, it will be virtually a new document which will be presented to the Germans. "It is understood that the new Treaty will be published on the day of delivery of the day after."

The Council of Four has decided that the simple attachment of their reply to the original document was impracticable, as it left important clauses obscure and imperfect; hence the decision to rewrite the Treaty.

ALLIED TROOPS READY FOR THE  
SIGNAL.

Paris, June 15th.  
A Havas message says:  
In the event of a possibility of Germany's refusal to sign the Treaty, Allied troops have already massed along the right bank of the Rhine, and are in readiness to march forward at the first signal.

FIGHTING BOLSHEVISM.  
ADMIRAL KOLCHAK'S  
OFFENSIVE.

LONDON, June 15th.  
Admiral Kolchak's troops in the Viatska offensive fought desperately. The offensive is continuing.  
North of Glazoff, the Russians fought their way across the Cheputa River and are still advancing, capturing prisoners and material.

ALLIES SATISFIED WITH  
ADMIRAL KOLCHAK.

Paris, June 15th.  
The correspondence between the Allies and Admiral Kolchak is officially published.  
Replying to Admiral Kolchak's reply to their Note of May 25th, the Allies say the Admiral Kolchak's reply contains satisfactory assurances for the freedom, self-government, and peace of the Russian people and their neighbours. They are, therefore, prepared to continue to support his Government with munitions, food, and other supplies.

## AN ESTHONIAN VICTORY.

Paris, June 15th.  
A Havas message says:  
A Bolshevik radiogram states that the Estonians repulsed M. Lenin's troops in Podolie.

## BOLSHEVIST SET-BACKS.

An Estonian communiqué, dated June 11th, states that, on the Porhoff front, 700 of the enemy deserted to the Russians.  
On the Ostroff front, the Russians captured Tsarskoja.

## TRANS-ATLANTIC FLIGHT.

## TWO MORE BRITISH ATTEMPTS.

St. John's, June 15th.  
The Vickers machine, in its second trial flight of 40 minutes, climbed 5,000 feet and attained a speed of 130 miles. The airman was delighted and hopes to start the trans-Atlantic flight to-morrow.  
The Handley-Page machine will probably start on the trans-Atlantic flight two or three days after the Vickers machine.  
St. John's, June 15th.  
The Vickers machine has postponed its flight, owing to slight damage to the machine.

POLAND AND GERMANY.  
A PROTEST TO THE ALLIES.

BERLIN, June 15th.  
Herr Erzberger has written to General Dupont, the chief of the French Military Mission in Berlin, quoting a Polish Army Order stating that Poland is warring against Germany. He states that two divisions of General Haller's Army are being taken to Poland to be distributed along the whole front.

Herr Erzberger protests that this is contrary to the Armistice and Marshal Foch's promises, and threatens to suspend the transport of General Haller's Army, unless redress is immediately granted.

ITALY'S CLAIMS.  
EXECUTION OF PACT OF LONDON  
NOW DEMANDS.

Paris, June 15th.  
Le Motin states that Professor Orlando left Paris for Rome yesterday to inform a secret session of the Chamber of the progress made in their tasks by the Peace Conference; also to arrange for precautionary measures on the Carinthia front, of which General Diaz is in charge.

Professor Orlando has sent a letter to President Wilson, to Mr. Lloyd George and to M. Clemenceau, saying that the Yugoslavs having rejected the solution of the Adriatic problem, drafted by M. Tardieu and Col. House and approved by President Wilson and himself, Italy now demands the strict execution of the Pact of London.

Professor Orlando returns to Paris for signature of the Treaty.

THE "JOY LOAN."  
UNITED EFFORT FOR ITS  
INAUGURATION.

LONDON, June 15th.  
Lord Mayors and Mayors have been invited to announce ceremonially the opening of the "Joy Loan" campaign, with peals of church bells at noon on Monday, and herald the inauguration of the campaign.

At a Guildhall meeting, addressed by Mr. Robert Law and Mr. Chamberlain, it was stated that a house canvas would be undertaken. "Investors would be entitled to place cards on their windows showing that they subscribed."

Cabinet members will tour the country in decorated trains, speaking at different towns. Airships will drop leaflets advertising the loan.

A golden ladder to the top of the Nelson monument in Trafalgar Square and similar ladders in other cities will indicate the stages of investment.

## THE SILVER MARKET.

LONDON, June 15th.  
Silver is quoted at 54d. buyers and sellers. The market is quiet, with a little profit-taking.

## CROSS-CHANNEL TRAIN.

PREMIER'S IDEA THAT HELPED  
TO WIN THE WAR.

The cross-Channel ferry service at Richborough, Kent, which proved so useful during hostilities, is still being maintained.

By the courtesy of Brigadier-General Owen-Williams a *Daily Chronicle* representative was permitted to inspect work at Richborough and found that the enormous ferries are being utilised to bring back guns, gun carriages, traction engines, motor lorries, and many other heavy vehicles.

The rise of the ancient and forgotten port to a position constituting a vital link in the lines of communication feeding the armies on the Western front is understood to be the result of a casual suggestion made by Mr. Lloyd George.

In consequence Pegwell Bay foreshore and its "saltpans" were hastily transformed, and for a mile or more the shallow waters of the Stour—which centuries ago witnessed the launch of many of England's three-deckers—was converted into a straight cut. Upon the eastern quay derricks and many other appliances were installed for the rapid loading of vessels carrying munitions and supplies of every kind to our forces in France and Flanders.

But the crowning effort in this great scheme of improvised organisation was the train-ferry, for which four immense vessels were provided—three being specially constructed for the purpose, and a fourth purchased after it had originally been built for service elsewhere.

A channel 20 ft. deep at high water was maintained by continuous dredging. The ferry boats were loaded with wagons coming over different railway systems from Scotland, the North of England and the Midlands.

It is the deliberate opinion of competent military experts that the admirable contrivances, notably the train-ferry, existing at Richborough contributed in the end more than any other factor to the overthrow of the German armies. There was, indeed, nothing which the British troops in France and Flanders required which the ferry did not carry.

INFLUENZA AND THE HEART.  
SYMPTOMS EXPLAINED.

A large number of people who suffered from influenza (writes *The Times Medical Correspondent*) are now going about the world under the impression that they are suffering from heart disease. This impression is founded on certain symptoms of which they complain, usually when making any exertion: breathlessness, slight pain over the region where the heart is situated, a fluttering feeling, and often a sense of giddiness. These symptoms commonly get worse when the barometer falls and are less troublesome when the weather is good.

Moreover, the symptoms are usually accompanied by a sense of depression and exhaustion which is very apt to lead to the idea that serious mischief is afoot. So the patient finally goes to a medical man.

And now, with no disrespect to the profession, one of several things may happen.

HEART MURMURS.  
If the doctor belongs to what may be described as the pre-war school, and if the patient is found to have what is known as a "murmur" in his heart, he will very probably be informed that his condition is due to his being in bed during long periods, ordered to give up his work, to restrict his output of energy, and so on. He will get a fright, but the advice will not be taken, because he is already suspected of being a heart patient. His attention will be turned to his heart. His attention will be turned to his heart. His attention will be turned to his heart.

Suppose, however, that the murmur had been heard when the patient would probably have been assured that his heart was "sound," but that what he was suffering from was "neurasthenia" or nerve weakness. He would naturally not feel so depressed at this information, and he would not have been so likely to appeal to him as the best method of cure.

Finally, with the most recent work on heart disease—the Army work—he would have heard differently again. This doctor would have listened to his heart and if he heard the murmur in question would have dismissed the idea of heart disease at once and he would not have devoted much time to talk about it.

Perhaps the most recent work on heart disease—the Army work—he would have heard differently again. This doctor would have listened to his heart and if he heard the murmur in question would have dismissed the idea of heart disease at once and he would not have devoted much time to talk about it.

## TWO SCHOOLS OF DOCTORS.

Now it is quite evident that we have here a fundamental difference of attitude which is of the first importance to the public. One school of doctors views what are called "systemic murmurs" as signs of another school scarcely wait to send a man to bed. Another would send him to his bed, and another would send him to his bed.

Perhaps the most recent work on heart disease—the Army work—he would have heard differently again. This doctor would have listened to his heart and if he heard the murmur in question would have dismissed the idea of heart disease at once and he would not have devoted much time to talk about it.

Was there a connection between these two phenomena? There was, and the man revealed it. Let us see what he has to say. He says that he has been told that he has a heart trouble, and he is not sure if he is or not. He says that he has been told that he has a heart trouble, and he is not sure if he is or not.

It is here that the old medicine and the new part company. The old medicine, the medicine of organs, it looks at the heart separately, so to speak, and argues about the heart, but it does not look at the heart as a whole. It draws its conclusions from these data. Heart disease is present or it is not present, and this is decided by signs which the examining doctor detects. If no murmur is heard, the condition is apt to be dismissed as "functional," if a murmur is heard, it is called, very often, "organic" and a grave view is adopted.

The new medicine rather looks at the heart as one of many muscles. It is not very greatly concerned by the importance of the heart, for nothing is more sure than that that importance has been much exaggerated of late years. If a man is poisoned, the whole man is poisoned, and it is not merely the heart that is affected. It is the poison that matters, not the symptoms and effects of it. It is the poison which is embarrassing the man's responses to effort and not his heart. One need only perceive how rapidly any poison will achieve this to realize that the heart plays quite a subsidiary rôle.

How then do these poisons act? Where do they act? These are the questions to which the most modern medicine is now addressing itself. The great work of the pharmacologists has carried us to other steps. We realize now that many poisons act directly on the nervous system, on particular parts of the nervous system, and so-called the nervous system.

(Continued at foot of next column.)

## MACKENSEN IN EXILE.

## LOYAL TO EX-KAISER.

Field Marshal von Mackensen is still loyal to the ex-Kaiser, according to Edgar von Schmidt-Pauli, the novelist, who describes as one of the most dramatic of his experiences his last interview with the old soldier, now interned in Count Chotek's chateau, to which he was forcibly transported.

The grizzled warrior has not yet comprehended what the revolution means. He complained bitterly that he had been completely forgotten in Germany, and his soldierly temperament was roused to resentment over the fact that he is a prisoner in the country which his troops had freed.

I cannot get over the thought that the Hungarians broke their word of honour with me," he complained. "Despite Karolyi's assurance that he would transfer my quarters quietly from Arad to Budapest, my locomotive was run to Budapest Station I received the word of honour of the Hungarian Major, in the name of Count Karolyi, that I could board my train again unmolested, but I was never the less informed at the Ministry that I would be interned in Budapest."

I did not hesitate to show my indignation and declined to remain there in the neighbourhood of the French. Then came the proposal of the chateau at Foth, to which I had to accede, under compulsion and protest.

The Field Marshal was greatly embarrassed by proposals directed against the former Kaiser. "If any one knows the Kaiser, I do," he said, "I know his every hope to enter his chateau was as the Peace Kaiser, and I know how sorrowfully he made his decision."

Shortly after this conversation the Karolyi chateau was melodramatically surrounded by 300 soldiers, who guarded all the exits until these sentries had been withdrawn. Arads then watched the place for four days, when the French commandant appeared and announced that the Field Marshal must be ready to travel within an hour, threatening force to compel him to do so.

## MISLED AS TO HIS DESTINATION.

Despite the protest of the Field Marshal's Chief of Staff, General von Mackensen was carried by automobile to the station, where a train awaited him and his officers. The declared destination was Salonika, but instead the train went into Southern Hungary, to the chateau of Count Chotek.

The place was guarded by wire entanglements, and the Field Marshal was not permitted to communicate with any of the people of the vicinity. He received his mail through a French courier from Budapest. Only gradually were the internment measures relaxed and the barred wires removed. Now he is permitted to ride on horseback.

He is separated from his family. Without definite news of events in the Fatherland, the once brilliantly victorious General remains a prisoner. He is almost the last of his entire army, because he refused to quit Hungarian soil until all his soldiers had been transported back to Germany.

controls the activities of all our organs—are able to embarrass the functions of the body.

The heart is a hollow muscle which opens and fills with blood. It then shuts and expels the blood. One set of nerves determines the opening, another set its shutting. The opening is probably closely connected with the sense of sight, of hearing, of touch, and so on. Thus, when a call for effort arises, it is transmitted at once to the organ of the heart, which acts causing the heart to dilate and fill with blood to a greater extent output of blood at the next "beat," and so a more vigorous circulation to enable the man to respond. The public knows this, and the phrase "My heart stood still" is the proof. The heart does stand still when a violent stimulus comes along—in order that it may fill fuller with blood.

## NERVE POISONING.

But this working at higher pressure than normal means, of course, a greater expenditure of energy. So that if a man is so "nervous" that his heart stands still at the slightest provocation, he will tend to live in a state of constant exhaustion.

This probably is the key to our puzzle. If it be assumed—and there is a good scientific backing for the assumption—that the poisons of disease act upon the nerves which open the heart and make these nerves unduly excitable, then every call for effort will be responded to by a vigorous action. He will jump when the door bangs, and he will exhaust himself very easily. His heart will soon tend to show signs of weakness. Moreover, wet and damp weather, by exaggerating the excitability of his nervous system, will increase his distress. What is called his "cold of response" will be narrowed, because he will have used up all his reserves on the merest trifles. He will consequently be breathless after efforts which occasion healthy people no trouble.

Manifestly the best hope for this man is to be rid of his poison. The next best is to increase the whole tone and health of his body. To treat his heart is only to aggravate matters. But if the poison tends to die out of itself—as the influenza poison does—then his case is good. As the poison dies away the symptoms will die away also. He will recover his normal state. Unless, indeed, he has in the interval become obsessed with the idea that he has heart-disease, that mysterious and terrifying condition. It is well that the public should follow this modern line of thought, because only by doing so will it be able to check intelligently the dicta of the consulting rooms. There is no greater enemy of health than the mystery which enshrouds so many diseases.

## JEWS IN POLAND.

## PATRIOTIC DECLARATION.

The Polish Information Committee states that at the sitting of the Polish Consistent Diet at Warsaw, Dr. Lowenstein read the following declaration on behalf of the Polish Jews:

We unreservedly consider ourselves part and constituent of the Polish nation and State, may God grant it the widest frontiers. We have been living on this soil for ages past; thereon we were born; therein lie the ashes of our fathers. This Polish land is our motherland. In this our country we ask for equal rights being given to the Jewish population. Ever ready to assume the full duties of citizen share in the fabric of the State, in all spheres of the political and economic life of the nation, including all the legislative bodies and the administration of the State, whose increase in power and development are our highest aims. Not only should this principle be upheld by the activity of the authorities and the social conscience, so as to raise Poland to the high level of the Allied Western democracies, and by awakening the latent qualities of the Jewish element, and to create the creative forces of the commonwealth.

The Jewish question in Poland by the very internal character of the problem involved is one for Polish statesmanship to solve at home, by a broad-spirited settlement in accordance with Jewish law. For long years we patriotic Polish Jews have been striving and toiling towards these ends, faithfully fulfilling our civic duties. Unfortunately our efforts fell short of sufficient appreciation, obtained no support, no help from any party, whatever; our voice did not find the desired echo in Polish society, and consequently, we saw the influence this activity had given us in Jewish quarters weaken. The wave of ill-feeling towards the Jews never ceased to rise as the deplorable excesses committed by individuals were thought to be widespread. Regrettable incidents which we do not wish to recount at this solemn moment followed. Amidst the tragedy of the war and its sinister aftermath the progress of the idea which we loyal-minded Polish Jews upheld was stopped. Yet we believe in the future of our idea, and we shall hold fast the banner tossed by the raging fury of the world's storm. We believe that not in any separate Jewish ghetto, but far from it in the harmonious collaboration of the Christian and Jewish populations is to be found one of the surest guarantees of the development of the Polish State and the happiness of its citizens.

Striving unreservedly to this aim we shall never lag behind in the fulfilment of our civic duties, nor relax our vigilance over civic rights. We shall not allow some to deflect us from the current of Polish life, political and economic, or the others to cast us within the stifling walls of a political and cultural ghetto. Our leading idea is to connect tradition with progress, and fidelity to the faith of our ancestors with an ardent love of our country, and worship of the past with steadfastness to duty. We worship God each at our own altar. But the altar of the Motherland is one for all.

LORD JELlicoe IN  
AUSTRALIA.

## SAILOR'S TRIBUTE TO SOLDIERS.

Adelaide, May 15th.

Admiral Jellicoe was rendered a civic welcome today. The Mayor, Alderman Copey, presided, and with the Premier, Mr. Penke, welcomed the guest and the sailors and the Allied army generally, for the wonderful war service which had gained the victory.

Lord Jellicoe said, *inter alia*: "We know, of course, that the welcome is accorded to us because we are representatives of a great service, and I often wish, indeed, always wish when I am the recipient in my own person of honours such as were being showered upon us yesterday that they could be extended to the other officers and men of the British Navy who have done so much to help the Empire in these days of stress. (Applause.) As I have said before, and shall go on saying to the end of time, it is a very rare thing for the Higher Command to go through a war when it is backed up by such officers and men as exist in the British Navy. (Applause.)"

The task of the British Navy during the war has been, as you know, to clear the seas of enemy craft and to help our great armies. The latter task is one which is always most congenial to the British Navy. In the early months of the war, we in the Grand Fleet, did not have much opportunity to think about what the army was doing. We were pretty busy ourselves. (Applause.) But when our experiences of the first few months of the war indicated that the German Navy was not meaning to give us a show-down, our thoughts naturally turned to our comrades of the sister service on shore fighting for their existence, and for the very existence of the British Empire. (Applause.) We began to realise what they were undergoing. Indeed, in order that we should realise it fully, I made arrangements with Lord French to send parties of sailors, as we could spare them from the Grand Fleet, to the trenches, and these men came back full of admiration for the endurance and the courage and the high fighting qualities of the British Empire. (Applause.)

"I can never speak too highly of the spirit of the officers and men of the navy, but through all the British sailor kept up his spirit of cheerfulness, which is his distinguishing characteristic as it was, in fact, the characteristic of his comrades of the sister service. As long as a spirit of that sort dominates the British race the British race will face anything. The closest association of the British Navy with the Australian Imperial Forces took place on the historic Peninsula of Gallipoli, and it was that close association which led to the British Navy realising and being full of admiration for the Australian soldier." (Applause.)

FRANCE'S NEED OF OUR  
NAVY.MEMORABLE CABLE OF AUGUST,  
1914, DISCLOSED.

The *Figaro*, in the course of a leading article, suggests that the *Entente Cordiale*, created "on the initiative of that far-sighted monarch, Edward VII," shall be transferred into a Franco-British Alliance.

After referring to the enthusiastic reception accorded to the British Fleet, the *Figaro* writes:  
All those whose agreeable duty it was to welcome our guests to Paris were eager to do them honour for the incalculable service they rendered the Allied cause in enabling us, thanks to the mastery of the sea, to continue our bitter struggle right up to its victorious conclusion. They all expressed the same ardent wish, and this unity of action in warfare is being transferred on the morrow of peace into a sincere friendship that nothing will henceforth shatter.

It is now an established fact and has become to a certain degree historic that during the tragic days which elapsed between July 26th and August 4th, 1914, the situation was especially complicated because there existed between France and Great Britain no treaty signed previously, uniting the two nations in every eventuality which might arise.

The exchange of letters between the Cabinets and Embassies of the two countries during the years of 1912-13 was not of the value of a formal treaty. Our common fully realised this fact, and their overwhelming arrogance resulted in the rejection of the offer of a conference which might have obviated the threatened conflict.

This absence of any regular treaty resulted in the performance by our Navy of one of the most heroic achievements that have ever been recorded in the annals of naval warfare. The Ministry of Marine, seeing itself on August 2nd, 1914, forced to depend on its own resources against sixteen big German warships which were already to enter the Straits of Dover, did not hesitate to send Admiral Rouyer, at Cherbourg, commander of a weak squadron of six battleships and two cruisers, the following memorable cable:

"Head immediately for the Straits of Dover. Defend the Channel by force of arms against the German fleet."  
"Our squadron, accompanied by torpedo boats and submarines, thereupon proceeded to the spot where duty called, thus accomplishing what has been aptly termed 'the march to the sacrifice,' a sacrifice which it might, perhaps, have been called upon to make had not England, released from its scruples twenty-four hours later, given the order to her fleet to join ours."

As our geographical position forces us to maintain a large army to enable us always to be on the alert as regards our eastern neighbour, and as we have only a relatively small navy, it is essential for us to be certain whatever happens of the solid help of the formidable British Navy.

## EX-KAISER'S TRIAL.

## BIG FOUR'S DECISION.

The Peace Conference has decided that the ex-Kaiser and his associates shall be tried by a special tribunal for the crimes against international law and civilisation, which they committed or sanctioned during the war. The Council of Four has set aside the long and, so far as actual recommendations are concerned, indefinite report of the Commission on Responsibilities for Crimes, and the Commission's findings have been revised completely and put into a simple, direct, and definite form.

Article 1.—The Allied and Associated Powers publicly arraign William II, of Hohenzollern, formerly German Emperor, not for an offence against the criminal law, but for the supreme offence against international morality and the sanctity of treaties. A special tribunal will be constituted to try the accused, thereby assuring him of the guarantees essential to the right of defence. It will be composed of five judges, one appointed by each of the following five States: The United States, Great Britain, France, Italy, and Japan.

In its decision the tribunal will be guided by the highest motives of international policy with a view to vindicating the solemn obligations of international undertakings and the validity of international morality. It will be its duty to fix the punishment which it considers should be imposed.

The Allied and Associated Powers will address a request to the Government of the Netherlands for the surrender to them of the ex-Emperor, in order that he may be put on trial.  
Article 2.—The German Government not having ensured the punishment of persons accused of having committed acts in violation of the laws and customs of war, such persons will be brought before military tribunals by the Allied and Associated Powers, and, if found guilty, sentenced to punishments laid down by military law.

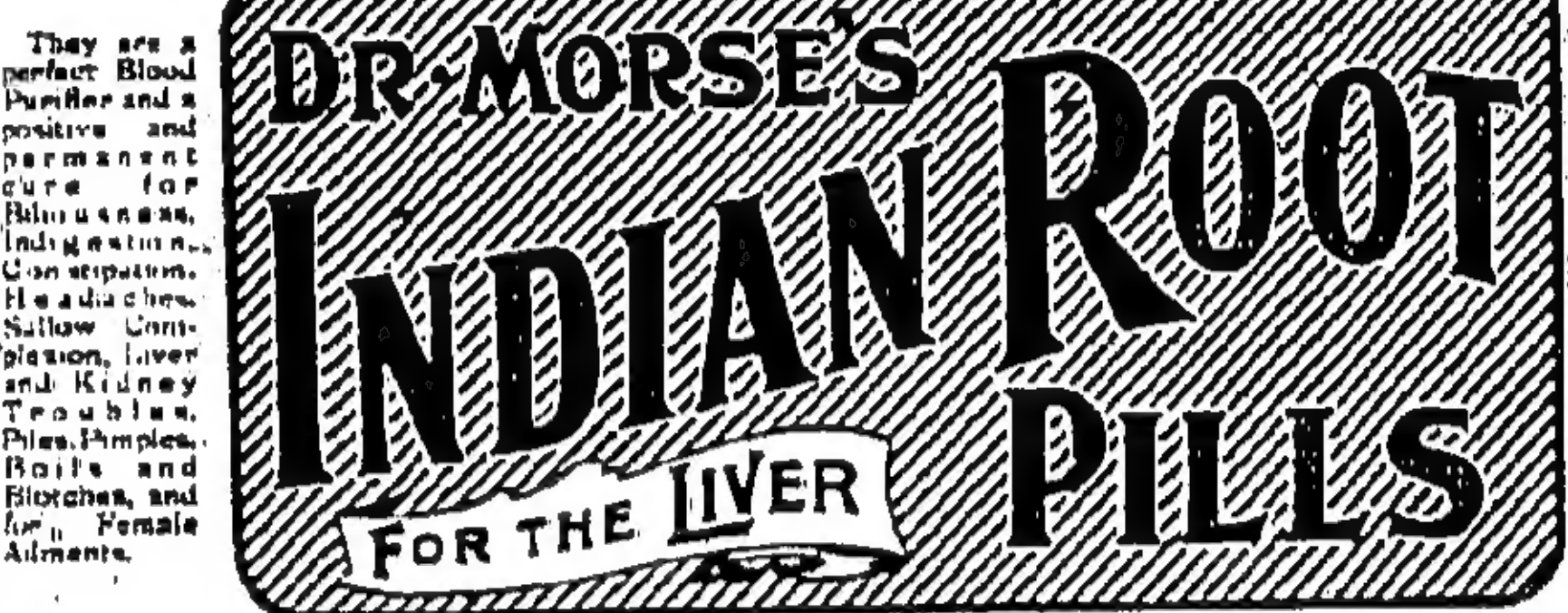
The German Government shall hand over to the Allied and Associated Powers, or to such one of them as they shall so request, all persons accused of having committed an act in violation of the laws and customs of war, who are specified either by name or rank, office, or employment, which they held under the German authorities.  
Article 3.—Persons guilty of criminal acts against nationals of one of the Allied and Associated Powers will be brought before the military tribunals of that Power. Persons guilty of criminal acts against nationals of more than one of the Allied and Associated Powers will be brought before military tribunals composed of members of the military tribunals of the Powers concerned. In every case the accused will be entitled to name his own counsel.

Article 4.—The German Government undertakes to furnish all documents and information of every kind, the production of which may be considered necessary to ensure full knowledge of incriminating acts, the discovery of offenders, and a just appreciation of the responsibility.



## RHEUMATISM, LUMBAGO & SCIATICA.

Rheumatism, Lumbago, and Sciatica are three of the most common and most painful complaints and practically arise from the same cause and the names only distinguish the location of the disease. If the arms and legs are affected it is called Rheumatism; if in the Loins, Lumbago; and in the hip, Sciatica. The attacks are generally brought on by chills when the body is overheated, or by exposure to damp or cold draughts, which act, not upon the bones or muscles but upon the Uric Acid in the Blood, which is the cause of the disease. The failure of the Liver and Kidneys to filter and absorb this Acid leads to an accumulation in the system, tends to clog the circulation, and harden the tissues forming the blood vessels. Thus every movement of the affected parts causes you intense agony. The pains are affected more or less by cold or heat. A damp day will double you up, or the warmth of the bed will intensify the pain. Rheumatism is generally regarded as one of the most difficult ailments to cure, and invariably medicines are tried simply with the hope of temporary relief. DR. MORSE'S INDIAN ROOT PILLS have been wonderfully successful not merely affording a cessation of the pain, but by driving the poison out of the blood and restoring the joints to their original suppleness. They act as the cause as no other remedy does. They get at the foundation of the complaint which is the blood and a trial will abundantly prove the wonderful efficacy of this remedy.



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## THE CADDIE AS HUMORIST.

(By Thornton Hall.)

As a student of human nature in its varied moods, and especially in its least guarded moments, the golf caddie has opportunities which fall to few; and those who know him best secretly know which to marvel at most, the keenness of his perception or the force, graphic way in which he gives expression to it.

This is more particularly true of the caddie north of the Tweed, who is not only a shrewd student of men, but an unconscious humorist of a very refreshing type. Ask him to describe any one of his patrons, and he will sketch him for you to the life in a sentence as clever as it is often unflattering.

When a golfer wished to identify one of the St. Andrews links, a gentleman who was only known to him because he asked his caddie what number of looking man Captain Black was. "Oh, well," came the answer like a flash, "he's just a bull-necked, hog-backed, dandy-legged chief, and shaves fine for a golfer." Not a complimentary picture, it is true; but was ever portrait sketched in words with more force and vigor?

NO CAMOUFLAGE

No one has a loftier contempt than the caddie for the man who suits under false colours, as the following stories prove. When a golfer asked his club carrier who a certain player with a pronounced military swagger was, the boy replied in accents of scorn, "I don't rightly ken the man's name, but he's a major or something at least he's not a real major, but he married a major's widow and took the title."

Another caddie was standing at the first tee, holding a gorgeous tartan bag filled with new clubs. "That's a grand bag you have there, Jimmie," said a golfer to him. "What have we here today?" The caddie, the Magginnor, or the Macintosh? "Na, na," answered Jimmie with a snuff-closet of contempt. "It's just simply Mr. Moses' bag."

As a critic of morals, too, the Scots caddie has his own views as decided, if not as orthodox, as those of any minister of the kirk. A caddie (the story is told by Mr. Horace Hutchinson) once testified to his master's merits in these terms: "He's a fine free-spoken gentleman, but while blasphemous," and, in answer to the remark in the mouth of this particular critic (transgressed so flagrantly the spirit of the proverb about glass houses and the throwing of stones, a further question was put with the view of eliciting the caddie's views upon the moral heinousness of profane swearing. "Swearing," said he, "on age, it's awfu' wicked; but," he continued—suddenly abandoning the position of the stern moralist for a more aesthetic standpoint of criticism—"but it's a grand set-off to the conversation."

But there is a time for "sweeten" as for most other things, and it is well to keep strong language in check when it interferes with the game. This at least was the opinion of a caddie whose employer had been making the air quite sulphurous with his language, with disastrous effects on his play. "Man, major," said the censor at last, unable to suppress his protest any longer, "if you want keep your tongue off the 'ba' and your 'een on it, you would play better."

This, however, was not the view of another caddie who was accompanying a young divine on one of his first rounds of the links. As the cleric shot the cleric set his teeth more grimly, and grew more purple in the face, until at last his companion, could stand it no longer. "Out wi' it, man!" he exclaimed, in a tone half of command, half of entreaty; "out wi' it, swear, for ye'll never learn to play golf if ye dinna."

A similar story is told of a Scottish minister, whose ball found its way with exasperating persistency from one bunker into another, with results that began to threaten an apoplectic seizure. Not a word, however, escaped his tightly-set lips until in despair he at last exclaimed, "It's nae gude, Donald! I'll hae to gie it up." "Gie what up?" queried Donald. "The kirk or the golf?" "Eh, na, na," he mumbled, "I think o' desertin' the golf."

Very different was the counsel given by another caddie to a novice who had missed the ball with every one of his clubs. Turning in despair to the boy, he asked, "What would you advise me to take next?" "Tak' next?" was the disgusted answer. "I'm thinking ye'd better tak' the next train home." And he did.

The last charge that can be brought against the average Scots caddie is that of flattery. Not only is he no respecter of persons—he will speak his mind as frankly to a major as to a major—but his candour often takes the most unflattering form, as in the case of the caddie who was asked by his employer what he thought of another golfer's game. "Ca' him a golfer!" was the scornful reply. "He canna play a dam-why, he's no muckle better than yersel'." Or that other caddie to whom the golfer, after a good stroke, tapped for a word of congratulation. "That was a good ood, Jock!" he said with pride. "Ah," said Jock, "it's the first shot ye've struck at a' these three days."

Better still, perhaps, is the story of the stranger to the links, who, after describing his excellences to this caddie, enquired about the form of Colonel —, with whom he was fixed up to play a match. "The Colonel's verra bad, sir, shockin' bad," was the answer. "Can't you play a'?" "Ah!" said the stranger, delighted to hear such a report of his adversary. "Then I'm sure to beat him, what?" "Na, na," answered the boy. "I'm thinkin' ye'll no' beat the Colonel."

DISCONCERTING

Equally disconcerting was the answer given by another of the clan. His master had been playing simply disgracefully, and partly by way of apology, partly hoping for a word of encouragement, he turned to his caddie and said, "I'm playing abominably. Did you ever see a worse player?" The boy remained silent, with a far-away look, as if absorbed in thought. "Have you ever known a worse player?" the question was repeated, when at last the answer came, "I'm just thinkin', sir."

(Continued at foot of next column.)

## "THE DOWNPOUR"

A COMEDY OF THE PRESS BUREAU.

Now that the Press Bureau is in article *parties*, with no mourners round its couch, the story, hitherto unwritten, of one of its characteristic freaks of censorship may be of interest.

The fun began with the publication of an advertisement in the *Sunday Times* of July 25th last, which commenced as follows:

A DOWNPOUR:

Rain, Rain, Rain, Rain, Rain, Rain! Rain the rain it rained every day from Sunday morn to Saturday night—with just a glimmer of sunshine flicked in here and there to show there's no ill-feeling—allegation holders all happy with fine crops of carrots, onions, cabbages and peas, but L.I.C. drivers hitching their capes up to their chins and the Specials wondering why in the name of St. Swythian it rains that holy day, ever took the job on—and the farmers and our old pals the coppers on tenterhooks all the time, not knowing where they are going to fetch up—with an occasional blessing on the parsons for not minding their own business.

Four days later the following letter was received:

Official Press Bureau,  
Whitehall, S.W. 1,  
1st August, 1918.

On the front page of *The Sunday Times* of July 25th there appears an advertisement headed "A Downpour," which constitutes a serious breach of the instructions issued to the Press in regard to weather reports. We shall be glad to receive an explanation of how you came to publish this advertisement.

The Editor, *Sunday Times*.

To this the Editor replied as follows:—  
Is your letter to be taken *au sérieux*? We cannot understand how the advertisement in question can be regarded as being an informative statement of the weather position, and therefore as a breach of the instructions on the subject. Perhaps you will lighten our darkness.

Mandarin do not like to have fun poked at them, and the Bureau promptly replied as follows:—

Official Press Bureau,  
Whitehall, S.W. 1,  
3rd August, 1918.

In reply to your letter of yesterday, our letter of the 1st August was certainly intended to be taken seriously, and we do not understand your inquiry. An advertisement which states that it has been raining from Sunday morning till Saturday night, which is headed "A Downpour" in large letters, and which is followed by the word "Rain" repeated seven times, is as serious a breach of the instructions issued to the Press in regard to weather reports as can be imagined, and we still await your explanation.

The Editor, *Sunday Times*.

It was impossible to argue seriously with such wooden-headed obscurantism, and the Editor, with past experience of the Bureau, decided to await the consequences implied in this portentous communication. Events justified him for the Bureau timely submitted to be ignored.

## POTSDAM AUCTION.

KAISER'S HORSES BOUGHT AS SOUVENIRS.

The ex-Kaiser's horses were recently sold by auction by order of the Scheidegeld Government at Potsdam.

The Potsdam stables, once the pride of the Kaiser, housed 600 horses. Some were retained, while others were being carefully tended until they died.

Great crowds witnessed the sale. Among the public were two of the ex-Kaiser's sons, Joachim and Oskar, in uniform. On the first day sixty-seven horses were sold, including one of the ex-Kaiser's favorites, on which he had often inspected the Potsdam Guard. The veteran charger fetched £1,300.

Most of the horses were sold to private commercial concerns, but five, on which the ex-Kaiser had ridden during the war, were bought by Prussian noblemen as souvenirs. The money from the sale of the horses and the state carriages and harness will go into the State coffers.

On the second day of a golf match one of the competitors appeared in a new suit of a very startling pattern, but unfortunately his play was by no means as striking as his raiment. After missing several easy putts he turned to his caddie and exclaimed, "What on earth can be the matter with me? I played a good deal better yesterday." The boy thus appealed to put on an air of wisdom and delivered himself thus, "Ye never play golf in a pair of new breeks; for ye'll aye be lookin' at them when ye are lookin' at yer ba'."

Even a grave and revered "bulbie" has no terrors for the club-bearer, who is given to frankness, as this story is proof. A caddie had been sent to prison for drunkenness by a gentleman, who had only recently been elevated to the bench, and when he was a free man again he was engaged to carry the clubs of the Justice who had sentenced him to durand. At a crucial point of the match the bulbie had a put of less than a foot to save his hole. He missed. "Altho' he said sadly, as the 'bulbie' turned away in disgust, 'there's mone a man been sent to jail for less than that!'"

MEACHT

Equally amusing is the story of the too confident player who, having before him a hole of 350 yards, observed that it was "merely a drive and a putt." Having missed his drive completely, his caddie turned to him, encouragement in his voice, and said, "Now, for a dill of putt!" As also that of the caddie at St. Andrews who, after watching the English novice raise huge divots at every stroke, could restrain his indignation no longer, and exclaimed, "Hoot, mon! Have mercy on fair auld Scotland!"

Glasgow Weekly Herald.

## CUTICURA HEALS PIMPLES ON FACE

Chest and Arms. Irritated Awfully. Restless Nights.

"My face, chest, and arms were covered with small pimples that used to irritate awfully. They used to come to a head and discharge and I had restless nights. I could not keep my hands away from the pimples. Then I saw an advertisement for Cuticura Soap and Ointment, and I thought I would give them a trial. It was wonderful, as they ceased the pimples, and now my skin is lovely and clear after three years of torment. I am healed." (Signed) Mrs. E. Munn, 97, James St., Sheerness-on-Sea, Eng.

Why not use these fragrant, super-creamy emollients for every-day toilet and nursery purposes and prevent these distressing skin troubles.

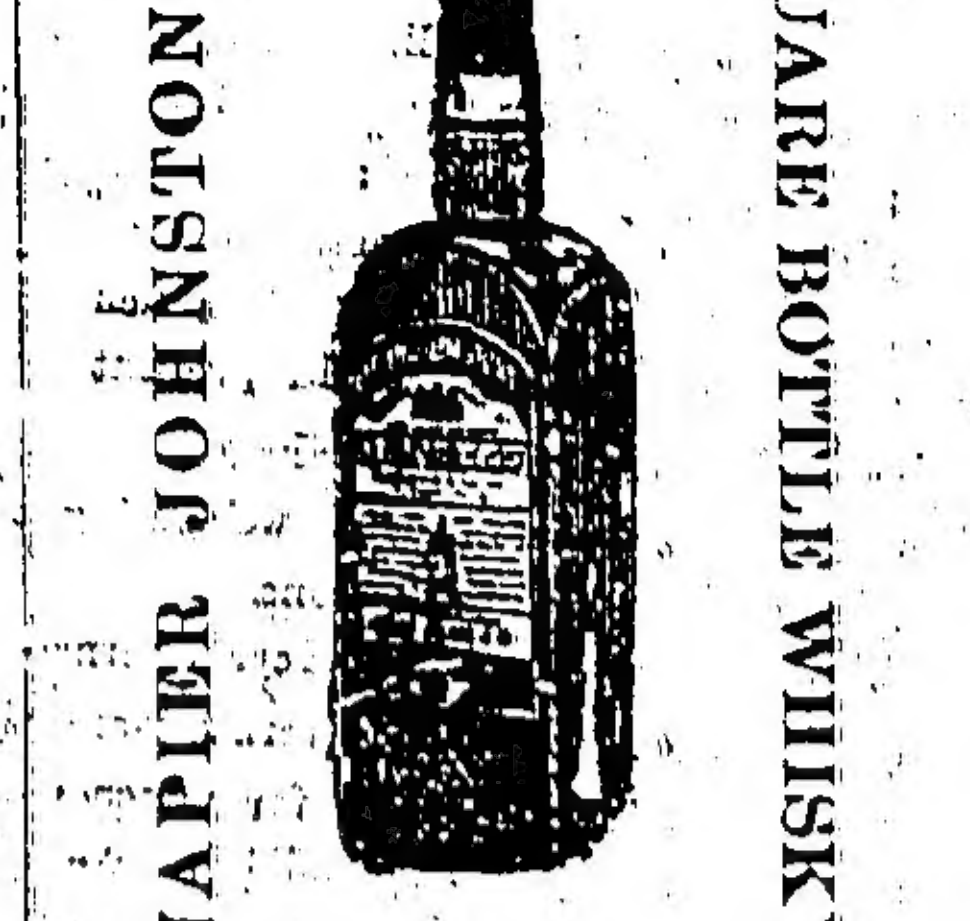
Soap to cleanse. Ointment to heal. British Depot: F. Newberry & Co., Ltd., 27, Cannon Row, London. Sold everywhere.

## OUTLER, PALMER & CO.'S

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SQUARE BOTTLE WHISKY

SQUARE BOTTLE WHISKY



SOLE AGENTS IN HONGKONG AND SOUTH CHINA

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## THE NEW FRENCH REMEDY

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For the treatment of all skin diseases, such as Eczema, Psoriasis, etc.

For the treatment of all skin diseases, such as Eczema, Psoriasis, etc.

For the treatment of all skin diseases, such as Eczema, Psoriasis, etc.

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# MOTHER Seigels Syrup

To prevent or remove Indigestion, it is necessary that stomach, liver and bowels—the principal organs of digestion—do their work naturally and efficiently. Mother Seigel's

## REMOVES INDIGESTION

Syrup will help them to do this by toning, strengthening and stimulating them to healthy activity. Try the effect of a few doses after meals and note the improvement in your general health.

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DAY & NIGHT WASH



## FLYING WITHOUT WINGS?

### FUTURE OF THE HELICOPTER.

Major W. T. Blake writes to a London paper:—  
For some days much has been heard of a new type of aeroplane which is being perfected near London. The novelty of this machine is that it is said to depart from ordinary design and possess the power of vertical ascent and descent. It would therefore be capable of landing in any space large enough to take the span of the wings.

If this report be true, though so far little has been heard of a definite nature the invention will go far to revolutionise flying, one factor which retards the development of commercial aviation, that is, the large space required for landing purposes, being at once removed. With the development of a helicopter, machines could land and rise from any flat-roofed house, and the necessity of having aerodromes miles away from large towns, with the consequent delay, would be done away with.

Probably the introduction of a reliable helicopter would do more to popularise civil aviation than any other invention, for it is the question of garage and landing which perhaps more than anything else will deter the civilian from taking up flying as a means of pleasure and easy locomotion. With a machine able to land one on the roof of one's dwelling aviation would boom suddenly.

One great objection, from some viewpoints to incorporating a helicopter with an aeroplane of the present type would be the reduction of speed involved by the extra weight and head resistance of the machinery carried. For the ordinary civilian, looking for a safe and easy method of flight in which ten miles an hour less is not of great importance, this would not be a serious objection.

It may be worth while to consider the difficulty which the helicopter enthusiast has before him. Apart from any difficulties which may arise when a machine has been produced, the one great fact which has need of consideration is the question of friction.

### WHAT A HELICOPTER IS.

A helicopter may roughly be described as a horizontal fan, which when set in motion, would tend to fly upwards, carrying any attachments with it. It is on exactly the same principle as the air-screw now used to propel the aeroplane in a horizontal direction.

The chief difference is the direction of the path of flight. To produce a machine capable of lifting its own weight and a certain amount of additional weight in a vertical direction is comparatively easy but, when one considers that the helicopter is revolving at a tremendous speed and is of necessity attached to the part being lifted, it is not hard to realise that after a very short interval the attachments will begin to revolve also, owing to the friction of the connecting shaft revolving in its socket or whatever form of attachment has been adopted. If this difficulty has been overcome then a tremendous stride has been made in aeronautical engineering.

Other difficulties of the helicopter are the immense power required to lift vertically the present weights carried upwards at an angle by the type of machine now in use. Not only does vertical lift require more power than an inclined lift, but, with the present type of aeroplanes with huge wing surfaces, the head resistance would be enormous—too enormous to make the helicopter of much value. Here the need for further developing the idea comes into force.

If the helicopter trouble has been satisfactorily dealt with there is no apparent reason why the planes should not be greatly diminished. This would greatly reduce the head resistance during ascent, and, also, to a lesser degree, when the machine was flying in a horizontal path, thus partly compensating for the extra resistance due to the helicopter itself.

When a perfectly reliable engine (in order to obviate the danger of a forced landing) is manufactured—possibly the use of several power units might solve the difficulty—there appears to be no reason why the wings should not vanish altogether. Then at once the whole question of head resistance would be solved. The machine would ascend rapidly and descend at a speed governed by the revolutions of the helicopter. Owing to the absence of planes, the aeroplane would resemble an aerial torpedo, and should be capable of immense speed. Should one, or even two, of the engines cut out, the power of the remaining units should be sufficient to ensure a safe landing.

Before the reader dismisses the idea with a smile it may be worth while to mention that one aeroplane, the Conda biplane, has already been designed to fly without a propeller, a small turbine taking its place and propelling the machine by the backward draught of air. A well-known engineer, Mr. James Keith, has also patented an idea, similar in many ways to the ordinarily accepted idea of a helicopter, by means of which he proposes to "handle" that air with fans, thus producing powerful air currents which will force the machine vertically upwards and also in a horizontal direction when required.

Though at present the helicopter is regarded rather as the child of cranks the day may not be far distant when it will be a very large extent revolutionise aircraft design.

### VON TIRPITZ'S APOLOGIA.

Admiral von Tirpitz's memoirs will appear shortly. The Admiral writes in the preface: "It seems to me a duty now to record my recollections, because I can give a proof that our old State edifice was not decayed and antiquated, but was fully capable of development, and that, furthermore, the political legend of a ruthless autocracy and a jingoist military caste having started the war is absolutely untrue. The Kaiser, in particular, did not will the war—he rather did his best to prevent it after he had recognised the danger. The war arose through a concatenation of unfavourable circumstances, and, owing to the fact that personalities were then in office who did not master such a difficult situation."

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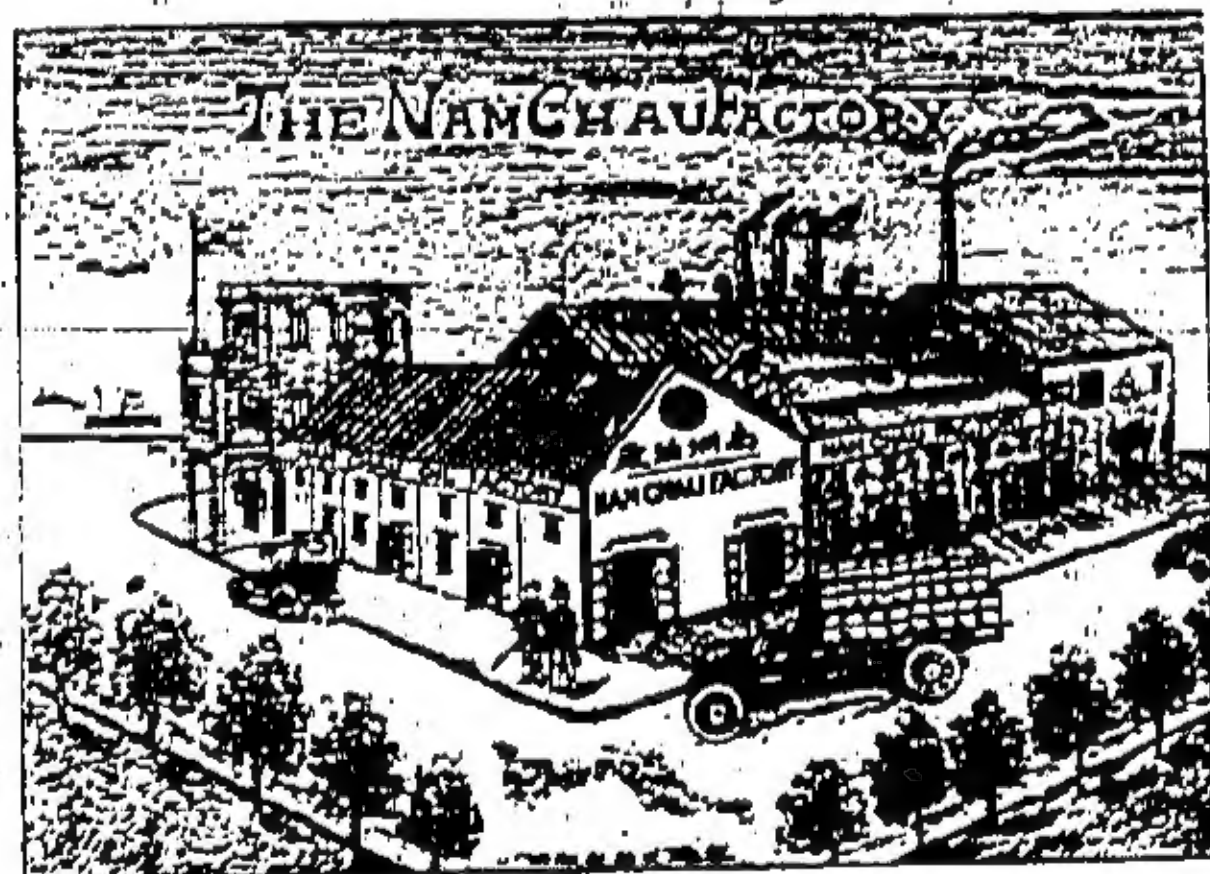
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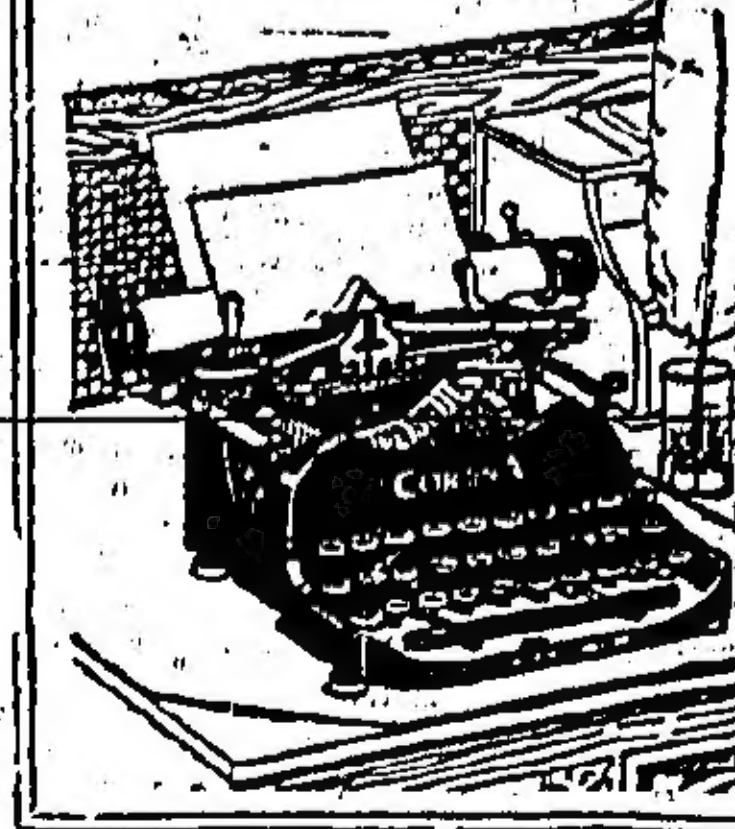
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|-------------------------------|-----------|-----------------------|
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| SHANGHAI & TIENTSIN           | "KWANGSE" | On 22nd June, 11 A.M. |
| MANILA, CEBU & ILOILO         | "TAMING"  | On 23rd June, 3 P.M.  |
| SWATOW and BANGKOK            | "CHUSAN"  | On 24th June, 11 A.M. |
| SWATOW and SINGAPORE          | "HUPEH"   | On 24th June, 11 A.M. |
| SHANGHAI                      | "TEAN"    | On 24th June, 11 A.M. |
| SHANGHAI, CHEFOO, & TIENTSIN  | "HUICHOW" | On 24th June, Noon.   |
| SHANGHAI                      | "HUNTING" | On 24th June, Noon.   |
| NEWCHWANG                     | "KANSU"   | On 3rd July, 4 P.M.   |

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yantai and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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|------------------------------------|----------------|-----------------------|
| "QUINNEBAUG"   Capt. J. Medina     | ...   TUESDAY, | 24th June, at 11 A.M. |
| "HAITAN" ...   Capt. A. H. Stewart | ...   FRIDAY,  | 27th June, at 1 P.M.  |
| "HAIPHONG" ...   Capt. J. W. Evans | ...   TUESDAY, | 1st July, at 1 P.M.   |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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THE SUNSHINE BELT.  
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## SAILINGS FROM HONGKONG at Noon.

|                  |        |                   |
|------------------|--------|-------------------|
| S.S. "EQUADOR"   | ... .. | July 16th, 1919.  |
| S.S. "COLOMBIA"  | ... .. | Aug. 13th, 1919.  |
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| NAGOYA  | 21st Aug.            | 23rd Sept.              | 2nd Oct.            |
| MALTA   | 1st Sept.            | 7th Oct.                | 16th Oct.           |

## FOR

## BOMBAY VIA STRAITS &amp; COLOMBO.

| Steamer | Leave Hongkong about | Due at BOMBAY about |
|---------|----------------------|---------------------|
| DUNERA  | 7th July             | 24th July           |

## FOR

## CALCUTTA VIA STRAITS &amp; RANGOON.

|       |           |           |
|-------|-----------|-----------|
| JAPAN | 19th July | 13th Aug. |
|-------|-----------|-----------|

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

| S.S.   | Leave Hongkong about | SHANGHAI & KOBE |
|--------|----------------------|-----------------|
| JAPAN  | 24th June            | SHANGHAI Only.  |
| DUNERA | 24th June, at 4 P.M. | SHANGHAI Only.  |

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P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

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Steamers and Sailing dates are liable to be cancelled or altered without notice.

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|------------------------------|--------|-------------------------------|
| FUSHIMI MARU                 | ... .. | Sunday, 22nd June, at 11 A.M. |
| KATORI MARU (calling Manila) | ... .. | Sunday, 17th July, at 11 A.M. |

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

|              |        |                             |
|--------------|--------|-----------------------------|
| TAMBA MARU   | ... .. | Friday, 27th June, at Noon. |
| MISHIMA MARU | ... .. | Friday, 11th July, at Noon. |

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

|            |        |                                  |
|------------|--------|----------------------------------|
| TANGO MARU | ... .. | Wednesday, 25th June, at 11 A.M. |
| NIKKO MARU | ... .. | Wednesday, 23rd July, at 11 A.M. |

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

|             |        |                     |
|-------------|--------|---------------------|
| TOYAMA MARU | ... .. | Tuesday, 15th July. |
|-------------|--------|---------------------|

BOMBAY & COLOMBO via Singapore.

|              |        |                    |
|--------------|--------|--------------------|
| SHINRYU MARU | ... .. | Beginning of July. |
| TENSHIN MARU | ... .. | Middle of July.    |

CALCUTTA & RANGOON via Singapore & Penang.

|               |        |                      |
|---------------|--------|----------------------|
| RANGOON MARU  | ... .. | Saturday, 28th June. |
| CALCUTTA MARU | ... .. | Saturday, 19th July. |

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

|          |        |                                 |
|----------|--------|---------------------------------|
| AKI MARU | ... .. | Saturday, 19th July, at 11 A.M. |
|----------|--------|---------------------------------|

SHANGHAI, KOBE & YOKOHAMA.

|             |        |                                |
|-------------|--------|--------------------------------|
| KITANO MARU | ... .. | Tuesday, 24th June, at 11 A.M. |
| SHIMBU MARU | ... .. | Saturday, 28th June.           |
| INABA MARU  | ... .. | Friday, 11th July, at 11 A.M.  |

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| NIPPON MARU  | 11,000 | July 7th.      |
| TENYO MARU   | 22,000 | July 20th.     |
| SIBERIA MARU | 20,000 | July 23th.     |
| SHINYU MARU  | 22,000 | Aug. 13th.     |

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| Steamers  | Tons   | Leave Hongkong |
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| KIYO MARU | 17,800 | July, 14th.    |
| KIYO MARU | 18,500 | Sept. 10th.    |
| KIYO MARU | 14,000 | Nov. 4th.      |

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|---------------------------|------------------------|------------------------|
| SHANGHAI, KOBE & YOKOHAMA | "ANDRE LEBON" 22,000   | On or about 24th July. |
|                           | "PAUL LECAT" 22,000    | On or about 18th Aug.  |

|   |               |                        |
|---|---------------|------------------------|
| MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOULT, SUEZ, PORT SAID | "NERA" 10,000 | On or about 19th July. |
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"ANDES MARU" ... .. Tuesday, 24th June.  
"AMAZON MARU" ... .. End of July.

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"SAIGON MARU" ... .. Thursday, 10th July.

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"HAWAII MARU" ... .. Wednesday, 25th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.  
"SAIGON MARU" ... .. Thursday, 10th July.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.  
"KORSO MARU" ... .. Wednesday, 9th July.

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